

VESSELS ON THE BERTH

PENINSULAR AND ORIENTAL
STEAM NAVIGATION COMPANY.

FOR	STEAMSHIP	TO	DATE	REMARKS
LONDON	BOMBEY	TO	25th	Freight or Passage.
LONDON	VALPURA	TO	25th	Freight or Passage.
YOKOHAMA VIA NA	VALPURA	TO	25th	Freight or Passage.
YOKOHAMA VIA NA	VALPURA	TO	25th	Freight or Passage.
YOKOHAMA VIA NA	VALPURA	TO	25th	Freight or Passage.
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YOKOHAMA VIA NA	VALPURA	TO	25th	Freight or Passage.
YOKOHAMA VIA NA	VALPURA	TO	25th	Freight or Passage.

For Further Particulars, apply to

Hongkong, 3rd January, 1900.

NORDDEUTSCHER LLOYD HAMBURG-AMERIKA LINIE.
(Passenger Service). (Freight Service).
(Taking cargo at through rates to Antwerp, Amsterdam, Rotterdam, London, Oporto, London, Liverpool, Glasgow, Dublin, Genoa, ports in the Adriatic, Black Sea and Baltic Ports, North and South American Ports).

PROJECTED SAILINGS FROM HONGKONG.

SUBJECT TO ALTERATION.

STEAMSHIP	DESTINATION	SAILING DATE	REMARKS
WITTEBEEK	HAMBURG	25th	Freight.
WITTEBEEK	HAMBURG	25th	Freight.
WITTEBEEK	HAMBURG	25th	Freight.
WITTEBEEK	HAMBURG	25th	Freight.
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WITTEBEEK	HAMBURG	25th	Freight.

For Further Particulars, apply to

CARLOWITZ & CO.,

Agents.

Hongkong, 18th January, 1900.

NIPPON YUSEN KAISHA

(THE JAPAN MAIL STEAMSHIP COMPANY).

PROJECTED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION.

STEAMSHIP	DESTINATION	SAILING DATE	REMARKS
WITTEBEEK	HAMBURG	25th	Freight.
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WITTEBEEK	HAMBURG	25th	Freight.
WITTEBEEK	HAMBURG	25th	Freight.

For Further Particulars, apply to

A. S. MIHARA,

Manager.

Hongkong, 20th January, 1900.

IMPERIAL GERMAN MAIL
LINE.

STEAM FOR SINGAPORE, PENANG, COLOMBO, ADEN, SUH,
PORT SAID, NAPLES, GENOA, ANTWERP, BREMEN/HAMBURG,
PORTS IN THE LEVANT, BLACK SEA AND BALTIC PORTS.

LONDON, NEW YORK, BOSTON, BALTIMORE, NEW ORLEANS, GALVESTON,
AND SOUTH AMERICAN PORTS.

Steamers will call at SOUTHWATER to land passengers and luggage.

N.B.—Cargo can be taken on through bills of lading for the principal places in Russia.

PROPOSED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION.

STEAMSHIP	DESTINATION	SAILING DATE	REMARKS
WITTEBEEK	HAMBURG	25th	Freight.
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WITTEBEEK	HAMBURG	25th	Freight.
WITTEBEEK	HAMBURG	25th	Freight.
WITTEBEEK	HAMBURG	25th	Freight.

On Wednesday, the 24th of January, 1900, at Noon, the Steamship "KARL" will

leave for the North Pacific, via Seattle, Tacoma, Portland, Astoria, and other ports in the Pacific.

Shipping Orders will be received till Noon on Monday, the 22nd January, Cargo and

Parcels will be received at the Agency Office until Noon, on Tuesday, the 23rd January.

Contents of Packages are required. No Parcel Receipts will be signed for less than \$2.50.

The Steamship has splendid accommodation and carries a Doctor and Stewardess.

Linen can be washed on board.

NORDDEUTSCHER LLOYD.

For Further Particulars, apply to

MELOERS & CO.,

Agents.

Hongkong, 22nd January, 1900.

NORTHERN PACIFIC STEAMSHIP CO.

PROPOSED SAILINGS FROM HONGKONG,

VIA SHANGHAI, INLAND SEA OF JAPAN, KOREA AND YOKOHAMA.

FOR VICTORIA, B.C., AND TACOMA

IN CONNECTION WITH THE PACIFIC RAILWAY CO.

FOR PORTLAND, OREGON

IN CONNECTION WITH THE OREGON RAILROAD AND NAVIGATION CO.

Steamer

Tons

Proposed Sailing

Steamer

Tons

Proposed Sailing

Steamer

Tons

Proposed Sailing

Steamer

Tons

Proposed Sailing

Steamer

Tons

Proposed Sailing

VESSELS ADVERTISED AS LOADING

DESTINATION	STEAMSHIP	DATE	REMARKS
LONDON	BOMBEY	25th	Freight or Passage.
LONDON	VALPURA	25th	Freight or Passage.
YOKOHAMA VIA NA	VALPURA	25th	Freight or Passage.
YOKOHAMA VIA NA	VALPURA	25th	Freight or Passage.
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YOKOHAMA VIA NA	VALPURA	25th	Freight or Passage.
YOKOHAMA VIA NA	VALPURA	25th	Freight or Passage.

VESSELS ON THE BERTH

THE CHINA AND MANILA STEAMSHIP COMPANY, LIMITED.

FOR MANILA.

The Company's Steamship

Captain H. W. Almond, will be despatched for the above port TO-DAY, the 22nd inst., at 5 P.M.

The attention of passengers is directed to the excellent accommodation on board this steamer. She is fitted throughout with Electric Light.

For Freight or Passage, apply to

SHEWAN TOMES & CO.,

Agents.

Hongkong, 17th January, 1900.

CHINA NAVIGATION COMPANY, LIMITED.

FOR YOKOHAMA DIRECT.

The Company's Steamship

Captain Hall, will be despatched as above TO-DAY, the 22nd inst.

For Freight or Passage, apply to

BUTTERFIELD & SWIRE,

Agents.

Hongkong, 22nd January, 1900.

OCEAN STEAMSHIP COMPANY.

FOR LONDON VIA SUEZ CANAL.

The Company's Steamship

Captain Jackson, will be despatched as above TO-MORROW, the 23rd inst.

For Freight, apply to

BUTTERFIELD & SWIRE,

Agents.

Hongkong, 22nd January, 1900.

INDO-CHINA STEAM NAVIGATION COMPANY, LIMITED.

FOR MANILA.

The Company's Steamship

Captain Weir, will be despatched as above TO-MORROW, the 23rd inst., at 4 P.M.

This steamer has been fitted with the latest and most complete accommodation for First Class Passengers and is fitted throughout with Electric Light.

For Freight or Passage, apply to

JARDINE, MATHESON & CO.,

Agents.

Hongkong, 18th January, 1900.

NAVIGAZIONE GENERALE ITALIANA.

(Public and Exclusive United Companies).

STEAM FOR SINGAPORE, PENANG, AND BOMBAY.

Having connection with the Company's Mail Steamers to ADEN, SUEZ, PORT SAID, MISRIHA, NAPLES, LIGORNO, and GENOA, also with the Adriatic, Ionian, and South American Lines.

Taking cargo at through rates to PERMAN, LONDON, HAMBURG, BREMEN, and other ports in the North Sea, Baltic, and Mediterranean.

LINA, VALERIO, ALICANTE, ALMERIA, and MALAGA.

THE Steamship

Captain Macanville, will be despatched as above TO-MORROW, the 23rd inst., at Noon.

For further particulars regarding Freight and Passage, apply to

CARLOWITZ & CO.,

Agents.

Hongkong, 15th January, 1900.

CHINA NAVIGATION COMPANY, LIMITED.

FOR SAMARANG AND SOERABAYA.

The Company's Steamship

Captain Somerville, will be despatched as above TO-MORROW, the 23rd inst.

For Freight or Passage, apply to

BUTTERFIELD & SWIRE,

Agents.

Hongkong, 15th January, 1900.

CHINA NAVIGATION COMPANY, LIMITED.

FOR MANILA, ILOILO AND CEBU.

The Company's Steamship

Captain Finlayson, will be despatched as above TO-MORROW, the 23rd inst.

For Freight or Passage, apply to

BUTTERFIELD & SWIRE,

Agents.

Hongkong, 17th January, 1900.

"BEN" LINE OF STEAMERS.

FOR LONDON VIA SUEZ CANAL.

The Steamship

Captain Mcintosh, will be despatched as above TO-MORROW, the 23rd inst.

For Freight or Passage, apply to

GIBB, LIVINGSTON & CO.,

Agents.

Hongkong, 16th January, 1900.

NIPPON YUSEN KAISHA.

FOR MANILA.

The Company's Steamship

Captain H. W. Almond, will be despatched for the above port TO-DAY, the 22nd inst., at 5 P.M.

The attention of passengers is directed to the excellent accommodation on board this steamer. She is fitted throughout with Electric Light.

For Freight or Passage, apply to

SHEWAN TOMES & CO.,

Agents.

Hongkong, 17th January, 1900.

VESSELS ON THE BERTH

CANADIAN PACIFIC RAILWAY COY.'S
ROYAL MAIL STEAMSHIP LINE.

THE PAIP LINES BETWEEN CHINA, JAPAN AND EUROPE, VIA CANADA
AND THE UNITED STATES.

SAILING AT SHANGHAI, NAGASAKI, KOBE, YOKOHAMA AND VICTORIA, B.C.

SAFETY. SPEED. PUNCTUALITY.

Twin Screw Steamships—6,000 Tons—10,000 Horse-Power—Speed 19 knots.

PROPOSED SAILINGS FROM HONGKONG.

EMPRESS OF INDIA. Comm. O.P. Marshall, R.N.R. WEDNESDAY, 14th Feb. 1900.

EMPRESS OF JAPAN. Comm. G.A. Lee, R.N.R. WEDNESDAY, 14th Mar. 1900.

EMPRESS OF CHINA. Comm. R. Archibald, R.N.R. WEDNESDAY, 4th April 1900.

The magnificent TWIN-SCREW STEAMSHIPS of this line pass through the famous

CANAL 224 of JAPAN, and usually make the voyage YOKOHAMA to VAN-

COUVER in 13 DAYS, having THREE DAYS to a WEEK in the Trans-Pacific journey and

make connection at Vancouver with the CANADIAN TRANS-CONTINENTAL TRAINS

FROM THE PACIFIC COAST TO THE ATLANTIC, WITHOUT CHANGE OF CARS.

Connections are made at Montreal, Quebec, Halifax, New York and Boston with all Trans-Atlantic

Lines; which passengers to Great Britain and the Continent are given choice of.

Passengers booked through to all principal ports and AROUND THE WORLD. Return

tickets to various ports at reduced rates, good for 4, 6, 8, and 12 months.

SPECIAL FACILITIES (First class only) granted to Missionaries, Members of the Naval,

Military, Diplomatic, and Civil Services, and to European Officials in the Service of China and

Japan Governments.

The alternative features of this Company's route embrace its PALATIAL STEAMSHIPS

second to none in the world, the LUXURIOUS OF THE TRANS-CONTINENTAL

PLAINS the Company having secured the highest award for same at recent Chicago World

Exhibition, and the diversity of MAGNIFICENT MOUNTAIN AND LAKE SCENERY

through which the Railway passes.

THE FINEST CARS AND MOUNTAIN HOTELS of this route are owned and operated

by the Company, and their appointments and conveniences are unequalled.

For further information, apply to

D. E. BROWN, General Agent,

Foster Street.

Hongkong, 22nd January, 1900.

SHEWAN TOMES & CO'S STEAMSHIP

LINE.

FOR NEW YORK VIA SUEZ CANAL.

The Steamship

"QUEEN ELIZABETH" will be despatched as above on or about 1st February, 1900.

To be followed by

The Steamship "MORVEN" on or about 15th February, 1900.

For Freight, apply to

SHEWAN TOMES & CO.,

Agents.

Hongkong, 4th January, 1900.

OCEAN STEAMSHIP COMPANY.

FOR LONDON VIA SUEZ CANAL.

The Company's Steamship

Captain Lowry, will be despatched as above on or about 1st February, 1900.

For Freight, apply to

BUTTERFIELD & SWIRE,

Agents.

Hongkong, 30th December, 1899.

U.S. MAIL LINE.

PACIFIC MAIL STEAMSHIP COMPANY.

VIA INLAND SEA OF JAPAN AND HONOLULU.

Proposed SAILINGS FROM HONGKONG.

Arctica via Moji, Kobe, Yokohama, and Honolulu, on or about 1st Feb. at Noon.

Onitaka via Moji, Kobe, Yokohama, and Honolulu, on or about 1st Feb. at Noon.

Ishikawa via Moji, Kobe, Yokohama, and Honolulu, on or about 1st Feb. at Noon.

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Ishikawa via Moji, Kobe, Yokohama, and Honolulu, on or about 1st Feb. at Noon.

EXPORT CARGOS.

Per British steamer, *Asama*, sailed on the 5th January. For 4,935 packages—merchandise, 3,471 rolls matting, 700 bales cassia, 530 cases cassia buds, 10 boxes Saigon cassia, 50 boxes bristles, 18 cases essential oil, 25 cases antiseptic oil, 10 cases human hair, 65 cases star aniseed, 42 cases lithograph paper, 324 packages fire crackers, 250 boxes waste silk, 20 packages camphorwood trunks, 120 cases preserved ginger, 12 cases blackwoodware, 10 cases China ware, 5 cases soy, and 3 cases rice paper.

Per U. S. & C. steamer *Catalina*, sailed on the 10th January. For New York:—5 cases human hair, 20 cases cantharides, 20 cases Saigon cassia, 24 cases bristles, 34 packages rattanware, 80 cases essential oil, 140 cases fans, 220 bales feathers, 350 cases cassia, 525 packages crackers, and 1,162 packages merchandise.

VISITORS AT HOTELS.

HONGKONG HOTELS.

Mr. J. H. Aitken	Mr. P. Lemaire
Mr. F. Andet	Mr. L. A. Levy
Mrs. Angus	Miss W. E. Lewis
Mr. J. A. Barber	Mr. Liddon
Mr. W. S. Bailey	Mr. R. H. Little
Mr. J. B. Barlow	Mr. J. Y. Mayson
Mrs. & Miss Banton	Mr. & Mrs. H. A. Macdonald
Com. Blackburn, R.N.	Mr. A. Campbell Macmillan
Mr. & Mrs. A. H. Pot-tenheim	Mr. & Mrs. John F. Macleod
Mrs. F. W. Brooks	Mr. & Mrs. E. McLeod
Mr. O. Bohn	Mr. & Mrs. E. Meier
Mr. P. Rohu	Mr. A. Meurer
Mr. A. H. Butler	Mr. R. McNeill
Mr. T. F. Burgdorf	Mr. J. H. Mohoney
Mr. H. B. Carter	Count R. Marini
Mr. & Mrs. H. Caster	Mr. E. O. Murphy
Capt. K. R. Campbell	Mrs. M. A. Nesbitt
Mr. & Mrs. W. T. Church	Mr. Van Nipoy
Dr. & Mrs. F. Clarke	Dr. O. C. Northington
Mr. Griffin Cook	Mr. J. J. O'Neill
Miss Culliffe	Mrs. George L. Otis
Comd. Pudney Dawson	Mr. Alb. Otto
Mr. P. C. Denroche	Miss Otis
Mr. A. J. Dickson	Mr. & Mrs. A. P. Pacheco
Mr. A. Hope Doug	and 2 children
Miss Drum	Mrs. W. Parfit
Mrs. T. H. Edly	Mr. Reeves
Mr. F. E. Foss	Mr. R. A. Pickett
Mr. & Mrs. H. F. Fox	Mr. G. E. Richardson
Mr. H. Glendinning	Mr. S. J. Robins
Mrs. Glover	Mr. R. T. Rolph
Capt. Goldard	Geo. C. Schafer
Mrs. C. Goodman	Mr. H. Stramins
Dr. A. Gorni	Mr. A. J. Hamilton
Major & Mrs. Griffin	Sullythe
Mrs. Groves	Mr. Geo. Sutherland
Mr. A. R. Griever	Mr. S. Takamatsu
Mr. R. J. Hall	Mr. Basil Taylor
Mr. Z. Hayakawa	Mr. & Mrs. Tedlie
Capt. & Mrs. Hamilton	Mr. D. H. Trow
& child, governess, maid & valet.	Mr. H. S. Vaughan
Sir Wm. Hoste, Esq.	Mr. G. Waghorn
Mrs. H. Heeneberger	Mrs. R. Waldow
Miss Heeneberger	Capt. & Mrs. R. P. Wal-
Mr. C. Holm	ling and child
Mr. & Mrs. H. H. Horsey	Mr. & Mrs. P. R. Watson
Mr. T. Howard	and maid
Mr. C. Horsey	Mr. & Mrs. W. F. Wen-
Maj. & Mrs. Jeffrey	yon
Mr. & Mrs. Joseph	Mr. Mrs. & Miss Whitley
Mr. E. A. Katch	Mr. & Mrs. A. W. Whitlow
Mr. Kinghorn	Mrs. & Mr. T. Baguall
Mr. A. Koo	Wim
Mr. C. H. Knight	Mr. J. M. de Zuniga
Mr. J. Kirkwood	
Mr. E. A. Leggett	

PEAK HOTEL.

Mr. H. F. R. Brayne	Mr. F. B. Jacob
Mr. Louis Beridougne	Major G. R. St. John
Admiral Bruce	Cap. Kofod
Mrs. Bruce and maid	Mr. J. E. Lee
Mr. F. Bure	Mr. C. W. Longuet
Cap. A. C. Clarke	Mrs. C. W. Longuet
Mr. A. C. Clarke	Mr. R. Martin
Capt. Van Corback	Mr. R. Mitchell
Mr. G. H. Dann	Mr. & Mrs. Mounsey
Mr. P. Dow	Capt. Fryer
Mr. F. J. Haver Drees	Hon. H. E. Pollock
Colonel H. Elchale	Comdr. R. M. Ramsey
Mr. J. B. Eschale	Mr. A. Sinclair
Mr. A. Forbes	Mr. Albert Smith
Mr. H. H. Gomperts	Mr. A. G. Stokes
Colonel B. H. Gomperts	Mr. P. P. Stokes
Colonel The O'Gorman	Mr. D. D. Thomson
Mr. Edward F. Grass	Mess Reilly Wyndwell
Mr. J. Hays	Miss Wandwell
Mr. H. L. Helm	Mr. G. H. Wheeler

CHATELAIN'S.

Mr. Andrew	Lieut. C. F. Snow, U.S.N.
Mr. C. Clementi	Mrs. C. F. Snow and
Mr. & Mrs. J. P. Cottam	daughter
and son	Capt. C. B. Simonds, R.A.
Rev. Francis Flynn,	Mrs. Simonds
R.N.	Dr. Richard Strong
Rev. F. T. Johnson	Consul Volpicelli
Mr. R. F. Johnston	Madame Volpicelli
Mrs. Libaud	

THE WATKINS HOTEL.

Mr. & Mrs. J. Andrew	Mrs. Leigh Hunt
Mr. H. Berkley	Miss Helen Hunt
Capt. & Mrs. T. H. Chris-	Mr. W. N. Hunter
tie and child	Mrs. Geo. Lawless
Captain A. W. Dixon	Herr I. I. I. G. H.
Capt. & Mrs. Frampton	Mr. J. T. Roach
Mrs. A. F. Giegl	Mr. H. Shoolbred
Mr. C. Hopkirk	Mr. F. F. Urbig

CONNAUGHT-HOUSE.

Staff Sur. & Mrs. O. W. Andrews and children	Lieut. U. T. Holmes, U.S.N.
Mr. & Mrs. D. Baldwin	Lieut. C. W. Knepper, U.S.N.
Capt. C. Bastian	Miss C. W. Knepper
Paymaster A. H. Cathcart	Mr. D. Learretts
U.S.N.	Capt. & Mrs. G. T. Myers, U.S.M.C.
Lieut. J. A. Dougherty, U.S.N.	Lieut. & Mrs. C. Mac-
Mr. C. Finney	kenzie
Lieut. H. E. Galt, U.S.N.	Mr. & Mrs. L. A. Musso
Mr. L. A. Gengy	Mr. C. Naylor
Mrs. H. C. Hale	Mr. R. Ryan
Mrs. W. Hawhurst	Mr. & Mrs. D. L. Smith
	Dr. R. Weiss

YUBARI AND SORACHI COALS.

HOKKAIDO TANKO TETSUDO KAISHA.
(HOKKAIDO COLLIERY AND RAILWAY CO.)

CAPITAL	ANNUAL OUT-PUT
YEN 12,000,000	800,000 TONS.

PORTS OF EXPORT—OTARU AND MURORAN.

The celebrated Yubari and Sorachi Coals are widely known as the best and most economical Japanese Coals. The Coals can be obtained at Tokyo, Yokohama, Otaru, Muroran, Shanghai, Hongkong, and other principal ports.

OFFICE: MINAMI IDAMACHI, TOKYO, JAPAN.
Telegrams: "TANKO" TOKYO.
HUGHES & HUGH
Agents for Hongkong.

AMERICAN SYSTEM OF DENTISTRY.

AT
No. 39, QUEEN'S ROAD CENTRAL,
CHADWICK KHW
(LATE OF POATE & NOBLE).
Hongkong, 15th September, 1899. [3112]

MITSUI BUSSAN KAISHA.

No. 6, ICE HOUSE STREET, PRATA CENTRAL.

Head Office—TOKYO.
Branch Offices—LONDON, NEW YORK, BOM-
BAY, SINGAPORE, SHANGHAI, FREN-
TSHI, NEWCHANG, and all Ports in
JAPAN.

AGENTS.

- Mike Coal Mines.
- Kanada Coal Mines.
- Hokoku Coal Mines.
- Yoshioka Coal Mines.
- Onoura Coal Mines.
- No. 1, Ohtsuj Coal Mines.
- Ichinoya Coal Mines.
- Kishima Coal Mines.
- Yoshio Coal Mines.
- Yamano Coal Mines.
- Mazoura Coal Mines.
- The Osaka Shosen Kaisha, Limited.
- Tokio Marine Insurance Co., Limited.
- Meiji Fire Insurance Co., Limited.
- Kanagawa Cotton Spinning Mills.
- Shanghai Cotton Spinning Mills.
- Tokio Cotton Spinning Mills.
- Meiji Cotton Spinning Mills.
- Yoshida Cotton Spinning Mills.
- Imperial Government Paper Mills.

MITSUI BUSSAN KAISHA,
M. FUJISE,
Manager.
Hongkong, 18th August, 1899. [2743]

THE CHINA AND JAPAN TELEPHONE CO., LD.

HONGKONG EXCHANGE.

OPEN DAY AND NIGHT.

SUBSCRIPTIONS.—

EXCHANGE LINES.

\$90 Per Annum.

PRIVATE LINES.

\$100 Per Annum.

NO CHARGE FOR INSTALLATION.

N.B.—A special charge is made for lines of more than average length.

ELECTRIC SUPPLIES OF EVERY DESCRIPTION IN STOCK.

Including—

- BATTERIES,
- CHEMICALS,
- ELECTRIC BELLS,
- INSULATORS,
- LIGHTNING CONDUCTORS,
- SWITCHES,
- TELEPHONES,
- WIRE, &c., &c.

PRICE LISTS.

ON

APPLICATION.

ELECTRIC BELL INSTALLATIONS.

ERECTED AND KEPT IN ORDER.

Estimates given for all kinds of Electrical work.

Trained Mechanics sent to Out-Ports to fit up Installations if required.

For full particulars, &c., &c.,

Apply to

W. STUART HARRISON,

Manager.

Note Address:—13, PRATA CENTRAL.

Hongkong, 18th January, 1899. [2595]

S I E N T I N G.

SURGEON DENTIST.

No. 10, D'AGUIAR STREET.

TERMS VERY MODERATE.

Consultation Free.

Hongkong, 23rd September, 1891. [2410]

DAVID CORSAIR & SON'S.

MERCHANT NAVY.

NAVY BOILED.

LONG FLAX.

RELIANCE CROWN.

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DRAMATIC NEW NOVEL.

OF MYSTERY AND SENSATION.

BY A GIFTED WRITER.

On Saturday last, 13th inst., in the "HONGKONG DAILY PRESS" the publication commenced of an Absorbing Work of Fiction from the pen of Mr.

RICHARD MARSH.

Author of

"In Full Cry."

"The Beetle: A Mystery."

"The Crime and the Criminal."

"The Dashed Diamonds," etc.

The New Story is Entitled

THE GODDESS: A DEMON.

MR. RICHARD MARSH

is an author who has made great strides in popularity during the past few years, and he now holds a firm place in public favour. His success is not far to seek. He brings to his work gifts of a very rare order; he is a delightfully unconventional writer, and tells a story in quite a unique way. Combining in himself the sensationalism of Wilkie Collins and the humorous insight of Charles Dickens, his style exhibits qualities which it owes to neither of these famous novelists, nor to any other. It is characterized by a directness and veracity which invest the narrative with peculiar and fascinating interest. As for plot and incident, it is sufficient to say that in all Mr. Marsh's stories the movement is very rapid, and the reader is hurried forward with breathless interest.

Hongkong, 9th January, 1900. [192]

HONGKONG.

STEAMERS.

America Maru, Jap. str.	6,210, Going, Jan. 18.
Toyo Kisen Kaisha	
Ambrin, German str.	3,283, Barmer, Jan. 18.
Carlowitz & Co.	
Amigo, German str.	771, Bendixen, Jan. 20.
Joben & Co.	
Antenor, British str.	3,563, Jackson, Jan. 21.
Butterfield & Swire	
Breconshire, British str.	2,323, Elliott, Jan. 18.
Dodwell & Co., Limited	
Chinking, British str.	1,241, Vaughan, Dec. 24.
Butterfield & Swire	
Choysang, British str.	1,194, Bowker, Jan. 15.
Jardine, Matheson & Co.	
Coptic, British steamer	2,744, Rinder, Jan. 11.
O. & O. S. S. Co.	
Chowfa, British str.	1,050, Williamson, Jan. 17.
Butterfield & Swire	
Carlisle City, British str.	1,894, Aitken, Jan. 18.
Butterfield & Swire	
Cathy, Danish str.	2,641, Jensen, Jan. 20.
Melchers & Co.	
Cheldra, British str.	2,467, J. S. Davis, Jan. 21.
Jardine, Matheson & Co.	
Dagmar, German steamer	960, Kley, Jan. 13.
Melchers & Co.	
Diamante, British str.	1,225, Almond, Jan. 13.
Shewan, Tomes & Co.	
Daphne, German str.	3,271, Niessen, Dec. 31.
Siemens & Co.	
Eastern Brit. str.	3,600, Winthrop Ellis, Jan. 20.
Gibb, Livingston & Co.	
Fooksang, British str.	990, Anderson, Jan. 20.
Jardine, Matheson & Co.	
Fushun, Chinese str.	1,501, Lunt, Jan. 20.
Chinese	
Hangchow, British str.	1,123, Pearce, Dec. 24.
Butterfield & Swire	
Helping, Chinese str.	1,264, Macfarlane, Jan. 7.
Chinese	
Hus, French steamer	704, Merles, Jan. 16.
A. R. Marty	
Hermes, Norwegian str.	849, Jensen, Jan. 17.
Chinese	
Hsiayu, Chinese str.	2,640, Litten, Jan. 18.
Chinese	
Haiching, British str.	1,267, Davis, Jan. 19.
Douglas Lapraik & Co.	
Hsinohi, Chinese str.	1,063, Patterson, Jan. 19.
Chinese	
Huilan, French steamer	377, Bast, Jan. 21.
A. R. Marty	
Hanoi, French str.	793, Tannier, January 21.
A. R. Marty	
Indus, French str.	6,230, Douchateau, Jan. 16.
Messageries Maritimes	
Iohang, British str.	1,023, Jones, Jan. 17.
Butterfield & Swire	
Kiaohia Maru, Jap. str.	2,469, Brady, Jan. 1.
Nippon Yusen Kaisha	
Kwangkee, Chinese str.	1,507, Linclon, Jan. 20.
Chinese	
Leander, Norwegian str.	1,753, Olsen, Dec. 20.
Dodwell & Co., Limited	
Lokeang, British steamer	989, Leask, Jan. 1.
Jardine, Matheson & Co.	

Lysmoon, Ger. str.	1,238, Heusermann, Jan. 19.
Siemens & Co.	
Loongmoon, Ger. str.	1,245, Schulz, Jan. 21.
Siemens & Co.	
Loongsang, Brit. str.	1,002, Weigall, Jan. 20.
Jardine, Matheson & Co.	
Macduff, British str.	1,832, Higg, Jan. 16.
Doddwell & Co., Ltd.	
Memmir, British str.	1,980, George, Dec. 6.
Jardine, Matheson & Co.	
Maidzum Maru, Japanese str.	687, Ogata, Jan. 17.
Mitsui Bussan Kaisha	
Paiyang, German str.	953, Kahler, Jan. 10.
A. R. Marty	
Proponia, British str.	1,390, Mackay, Jan. 18.
Hong Sing S. B. Co.	
Sakura Maru, Jap. str.	1,835, Greene, Jan. 16.
Nippon Yusen Kaisha	
St. Regulus, British str.	1,999, McMullen, Jan. 16.
Dodwell & Co., Limited	
Shantung, British str.	1,835, Sales, Jan. 16.
Butterfield & Swire	
Szechuen, British str.	1,053, Hall, Jan. 21.
Butterfield & Swire	
Taiwan, British str.	1,109, Herder, Jan. 21.
Butterfield & Swire	
Tategami Maru, Jap. str.	2,173, Ternoos, Jan. 9.
M. B. Kaisha	
Triumph, German steamer	875, Riecke, Dec. 6.
Jebsen & Co.	
Tsuan, British str.	1,459, Andersen, Jan. 2.
Butterfield & Swire	
Tientsin, British str.	1,250, Dawson, Jan. 19.
Butterfield & Swire	
Taksang, British str.	977, Smith, January 19.
Jardine, Matheson & Co.	
Taifu, German str.	1,046, Schult, Jan. 21.
Meyer & Co.	
Trym, Norwegian str.	710, Hannestad, Jan. 21.
Order	
Westphalia, German str.	2,300, Strunk, Jan. 18.
Siemens & Co.	
Woosung, British str.	1,109, Dowson, Jan. 6.
Butterfield & Swire	
Whampoa, British str.	1,109, Dowson, Jan. 19.
Butterfield & Swire	
Wangko, British str.	1,115, Pigot, Jan. 21.
Chinese	

SAILING VESSELS.

Bittern, British barkentine	399, Askias, Jan. 13.
Siemens & Co.	
King Arthur, British ship	1,562, Robertson, Jan. 1.
Admiralty	
Stanfield, British bark	650, H. Wilson, Jan. 19.
Order	
Trafalgar, British 4-m. bark	1,616, Wright, Dec. 26.
Sander, Wieler & Co.	
Talenkun, Amr. schr.	74, Melander, Jan. 1.
Master	
Wardah, British sch.	25, Haynes, Sept. 23.
F. W. Hall	
Wm. H. Conner, Amr. ship	1,424, Erskine, Oct. 14.
Standard Oil Co.	

FOREIGN MEN-OF-WAR ON THE CHINA AND JAPAN STATION.

Admiral Korniloff, Russian protected cruiser	36 guns, 9,000 h.p., Capt. Jakovlev, at Naki
Alcot, Russian gunboat	8 guns, 1,200 h.p., Capt. Eliskiy, at Vladivostok
Aspic, French gunboat	6 guns, 453 h.p., Capt. Journet, at Bangkok
Akebono, Jap. Torpedoboot-destroyer	Lieut. Commander H. Kowara, at Hongkong
Baltimore, American protected cruiser	10 guns, 4,413 h.p., Capt. J. M. Forsyth, at H'kong
Bennington, Amr. gunboat	6 guns, 2,436 h.p., Comdr. C. H. Arnold, at Manila
Bobra, Russian gun-vessel	13 guns, 1,150 h.p., Capt. Dobrovolsky, at Port Arthur
Callao, American gunboat	1 gun, 55 h.p., Lieut. B. Tappan, at Manila
Carlo Alberto, Italian cruiser	Comdr. Roberto, at Anup
Castine, American gunboat	8 guns, 2,199 h.p., Comdr. S. W. Very, at Manila
Celtic, American supply ship	1,890 h.p., Lieut. Comdr. N. J. K. Patch, at Manila
Concord, Amr. g.-bt.	6 guns, 3,405 h.p., Com. S. M. Akeley, at Manila
D'Entrecasteaux, French flagship	14 guns, 13,500 h.p., Capt. de Marol, at Saigon
Descartes, French cruiser	Capt. de Vaisseau, at Kwangchow
Deutschland, German cruiser	8,000 h.p., Capt. Muller, at Bangkok
Dimitri Donskoy, Russian armoured cruiser	34 guns, 7,000 h.p., Com. Sharon, at Y'vostok
Don Juan de Austria, Amr. monitor	Captain Rowin, at Hongkong
Eclairer, French gunboat	8 guns, 2,050 h.p., Captain Texier, at Along
Elba, Italian cruiser	19 guns, Capt. Cecconi, at Shanghai

THE WAR IN SOUTH AFRICA.

TELEGRAMS VIA CABLE.

Ladysmith, 20th December. Since Christmas the Boers have redoubled their energy. Shelling is practically continuous except at night. Few casualties have occurred, except in the Devons.

The Boers are very alert, and constantly fire thousands of rounds at imaginary night sentries. All here are confident.

Ladysmith, 1st January. The New Year was ushered in with a nocturnal bombardment. News is scarce. We almost daily hear firing near Colenso. The enemy is very restless. So far the greatest difficulty is with regard to medical appliances. The weather is fine, and the river is falling.

BOER REINFORCEMENTS AT COLESBERG.
The Central News reports that, having received large reinforcements, especially Artillery, the Boers have reoccupied their positions at Colosberg, and are proceeding to bombard General French's camp. Quick-firing guns came into action yesterday morning, and maintained a heavy cannonade on the British entrenchments.

THE CAPTURE OF DOUGLAS.

London, 3rd January (4.35 p.m.). It transpires that Colonel Picher's smart achievement near Belmont on Monday was assisted to success by a skilful diversion made from Modder River by Colonel Babbington, commanding the Cavalry Brigade of Lord Methuen's force.

Operating to the north in a masterly fashion, Colonel Babbington effectually prevented reinforcements from joining the Boer force, thus deciding the issue in our favour. Although subjected to a smart bombardment, General French still holds the whipland at Colosberg. He is strongly entrenched on a hill which commands both Colosberg bridge and the road.

REINFORCEMENTS FROM INDIA AND BURMAH.
Calcutta, January 4th—9.45 a.m.

The following officers proceed to South Africa.—Captains MacAndrew, of the 5th Bombay Cavalry; Captains Binstead and Arnold, of the 1st Madras Lancers; Majors Vans Agnew and Kerriek, 3rd Madras Lancers; and Lieutenant Orr, 2nd Lancers, Hyderabad Contingent.

Lieutenants Milner and Daniell, 2nd Royal Irish Regiment, in view of early promotion to the rank of Captain, have transferred to the 1st Battalion of their Regiment, and have been ordered to proceed to South Africa.

Orders have been issued by the Government for the despatch of three hundred soldiers to South Africa from Burma, 150 each to be supplied by the 2nd Battalion, Essex Regiment, and the 2nd Battalion, Durham Light Infantry. Three hundred Burmah ponies for the Infantry, with equipments, will accompany them.

R. I. M. O'live will be employed to convey the troops.

ADDITIONAL OFFERS BY NATIVE RULERS.
The Government of India will accept the offer of fifty horses from Her Highness the Begum of Bhopal for South Africa.

Fresh offers have also been received from the Nawab of Bhabangore.

DISLOYAL COLONISTS IN THE FIELD.

London, 3rd January.
The Commando which was defeated by Colonel Picher consisted chiefly of disloyal colonists. Colonel Picher afterwards occupied Douglas, where he received an ovation from the loyalists.

OPINION OF THE PORTUGUESE CORTES.

London, 3rd January.
The Royal Speech at the Portuguese Cortes was silent regarding the Transvaal war and Delagoa Bay.

Later.
In the Portuguese Chamber, the Foreign Minister said that Portugal strives to prevent both belligerents deriving any advantages at Delagoa Bay, and he had no reason to doubt the correct attitude of Great Britain.

GENERAL METHUEN'S CAVALRY BRIGADE.

London, 3rd January.
An official despatch states that General Methuen's Cavalry Brigade under General Babbington is acting in connection with Colonel Picher at Douglas, and is watching Koodoo's Drift.

RESERVE OFFICERS TO FILL VACANCIES.

London, 3rd January.
An Army Order has been issued which sanctions the employment of a certain number of Reserve officers, not above the rank of Major, to fill the vacancies caused by the casualties in South Africa.

The "Kilogram Castle," with 78 officers and 2,576 men, sailed from Southampton to-day.

THE CITY VOLUNTEER CORPS.

London, 4th January.
A Battery of 124-pounder quick-firing guns will be added to the City Volunteer Corps going to South Africa.

NATAL IRREGULARS IN PRETORIA GAOL.

Lorenzo Marques, 1st January.
Northern Natal residents who have arrived from Pretoria prison bring reports of scandalous treatment, many prisoners being treated there like common convicts.

While military prisoners belonging to the Regulars were treated with every consideration, South Africa Irregulars were lodged in the ordinary gaol and kept on criminal diet.

Lorenzo Marques, 2nd January.
Major Daly and 41 men of the R.A.M.C., who left Dundee at the time of the evacuation, are on their way from Pretoria to Delagoa Bay.

ARTILLERY REINFORCEMENTS FROM INDIA.

Bombay, 1st January.
J. Battery, Royal Horse Artillery, has been ordered to proceed to South Africa immediately. The Battery leaves at the end of the week, taking the 15 pounder guns of the 4th Field Battery from here, and the equipment and horses of B Battery, Horse Artillery, from Secunderabad. The total strength will be five officers and 200 men.

IMPORTANT GIFT FROM A MAHARAJA.—THE CAMEROONIANS' GENEROSITY.

Lucknow, 1st January.
The 15th Bengal Lancers, and the 5th and 7th Bengal Cavalry, have been indentured on the 80 horses, one duffadar, one farrier, and eight axes for Mounted Infantry service in South Africa. They leave Calcutta in the hired transport "Uganda."

The Non-Commissioned Officers and men of the 1st Camerooniens have raised Rs.1,004 voluntarily for the 2nd Battalion now in South Africa.

300 Artillery horses have been accepted by the Government of India from the Maharajas Scindia and Gwalior for service in South Africa.

THE CANADIANS AND AUSTRALIANS.

London, 2nd January (Later).
Colonel Picher's force, which defeated the enemy near Belmont, was largely composed of Canadians and Australians. They made a forced march of 22 miles, and combated the natives to prevent them communicating with the enemy, who were surprised at dawn.

COL. HOWARD VINCENT—REINFORCEMENTS FOR NATAL.

London, 2nd January.
Colonel Howard Vincent has been medically disqualified for service in South Africa.

The 2nd Middlesex, the 1st York and Lancasters, the 2nd Battery, and an Ammunition Column, have arrived at Durban.

It is officially stated that Lieutenant Mill of the Dragoons, has been missing since the skirmish at Arrandell.

ENTERIC FEVER AT LADYSMITH.

London, 2nd January.
General White, on the 1st instant, reports the death of Lieut. Price-Dent, of the Devons, and says that there have been thirteen deaths from enteric at Ladysmith, and that there are 71 serious cases.

EMPLOYMENT OF MILITIA BATTALIONS.

London, 3rd January.
It is officially announced that the Government has decided to employ outside of Great Britain twelve Militia Battalions.

Seven of these battalions will go to South Africa, viz., the 4th Lancashire, the 6th Warwickshire, the 3rd South Lancashire, the 4th Derbyshire, the 9th Rifle Corps, the 3rd Durham and the 4th Argyll.

Two battalions will be sent to Malta, and two to the Channel Islands.

TRACTION ENGINES TESTED.

London, 4th January.
The traction engines have been tested and pulled waggons satisfactorily through the Sprites.

ANOTHER GERMAN STEAMER DETAINED.

London, 4th January.
The German mail steamer General is detained at Aden, and is being searched.

MORE REINFORCEMENTS SAILED.

London, 4th January.
The transports "Goorika," "Braemar Castle," and "Anas" sailed from Southampton to-day with 4,438 troops for the Cape.

MAJOR DALY'S PARTY.

Lorenzo Marques, 3rd January.
Colonel Hunt, the Tugela prisoner, has recovered from his wounds.

Major Daly's Ambulance Party reports that he (Major Daly) was much harassed and insulted. Many Boers, even officers, acted badly, but many were very appreciative.

With the co-operation of the Swedish mission, Major Daly enclosed a burial ground for 15 Boers and some British who died of their wounds at the battle of Dundee. The graves are marked with wooden crosses and stone pillars.

THE SORTIE FROM MAPEKING.

Mafeking, 26th December.
The attack to-day on Gum Tree Fort was prepared by the Artillery.

Advancing within rifle range, the attacking force found the position stronger than was supposed.

The fire was hot, and an advance was almost impossible, but, with remarkable heroism, Captain Sandford and Vernon and Lieutenant Paton and a few men, reached the sandbags of the fort. Nothing could live within 300 yards. The ground was swept by Mauser and Maxim. Terrible losses were incurred in charging through the zone of fire. Twenty men of C Squadron were killed.

Captain Sandford, first, and then Captain Vernon, who was already twice wounded, and Lieutenant Paton, arrived at the foot of the fort. Captain Vernon and Lieut. Paton, climbing the ditch, thrust their revolvers through the loopholes, which were hot with the rifle fire.

But the position was found to be impregnable; and they retired.

All our wounded were hit close to the fort. Many showed that explosive bullets had been used. The Field Cornet had admitted that at one time explosive bullets were served out, but stated that all had previously been expended.

Some Boers killed our dead. The Field Cornet regretted it, but was unable to accept responsibility, the younger men being uncontrollable. He alleged that the British stripped General Kock when wounded.

It is believed that spies reported our contemplated attack; and that the fort was strengthened at night and reinforced.

GENERAL GATACORE'S MOVEMENTS.

London, 4th January.
The Central News correspondent from Sterkstroom telegraphs that the Boers occupied Molteno and a position dominating Bushmanshoek during Tuesday night, and opened fire on the British posts at daybreak. General Gatacore hurried to Bushmanshoek with reinforcements, and opened fire on the Boers with Artillery.

The Boers hurriedly retired, pursued by the Mounted Infantry. One squadron went to relieve the British post outside Molteno. The Boers had some loss, while the British casualties were nil.

FIGHTING ROUND COLESBERG.

London, 5th January.
A telegram from Rensburg, dated the 4th instant, states that the enemy unexpectedly attacked General French's left flank at daybreak that day, but were repulsed. They then occupied the hills to the north, from which they were eventually shelled, but still held the hills immediately surrounding the town, and are checking our advance. The Boers lost about a hundred, including twenty prisoners.

Later.
Details of the fighting at Colosberg state that a picket of Inaikkilling charged through the enemy, killing several. Our cavalry and two guns crossed the plain after the flank attack was repulsed, and dislodged the enemy from several hills.

Major Harvey, of the 10th Hussars, was killed, and Major Alexander wounded.

THE MAPEKING FIGHT: THE OFFICIAL REPORT.

London, 6th January.
A despatch from Colonel Baden-Powell, dated the 26th December, states that he attacked one of the enemy's works that morning with three guns and two squadrons of the Protectorate Regiments, a Squadron of the Bechuanaland Horse, and an armoured train. The attack was gallantly pressed home, but all efforts to gain the interior of the fort by escalading failed, and the British withdrew after six officers and a large number of men had been hit. The killed were Captains Ronald Vernon and Harry Sandford, of the Staff Corps, and Lieutenant Harold Paton, of the Protectorate Regiment. The wounded include Captain Fitz Clarence of the Royal Fusiliers.

A FALSE REPORT BY THE BOERS.

London, 6th January.
The Boer report from Pretoria that Lord Cavendish and Edward Cecil had been wounded at Mafeking is devoid of foundation. The Times telegram from Mafeking says that it is believed that the enemy were treacherously warned of Colonel Baden-Powell's intended attack, and strengthened their position during the night. The Boers used explosive bullets, and plundered the dead and wounded. The British lost 18 men killed, and 30 men wounded.

SPORT AND ANECDOTE.

BY AN OLD FOEY.

CYCLISTS AND FREE WHEELS.

For some considerable time past a good many of the inventive geniuses connected with the cyclemaking industry have been employed in producing devices to enable a rider to glide down inclines with his feet at rest on stationary pedals, known technically as a free wheel. Without attempting anything in the way of expert explanation of the mechanism of this new device, it may be briefly described as an invention to allow of the cyclist putting the cranks and pedals out of action, the machine running on with the momentum previously obtained. Some of the claims made for this latest addition to the cycle are of a most ambitious and comprehensive kind. During a visit to the exhibitions in London and upon several occasions since, I have been to some little trouble to obtain the opinions of my cycling acquaintances as to the advantage to be obtained by the use of the free wheel, and to my surprise I find that in spite of the "booming" at the hands of the makers, some of the most experienced riders of the day declare emphatically against the innovation. Whether or not the opinions and prejudices of the older school of cyclists will have any effect in determining the attitude of the general public towards the free wheel I am not prepared to say. Their opinions should count for something. One would naturally suppose that amongst the various journals associated closely with the trade and pastime some illumination would be forthcoming for the benefit of the uninitiated, but so far I have been unable to discover any very definite opinions upon the subject. My own knowledge of the necessities of the trade and the requirements of the general public prompt me to regard the free wheel more in the light of a marketable novelty than anything else, and as such I am quite willing to accord the makers all the credit they deserve for introducing something fresh at a time when the trade threatens to languish by reason of the severity of competition. In my old-fashioned way, I suppose, I am apt to regard these additions to the complications of a cycle somewhat dubiously. Having no great desire to get over the ground at 18 or 20 miles an hour, we old fogies naturally prefer a cycle with as few tender spots as possible. My engineering friends confide to me that if anything happens to go wrong with the delicate mechanism of a free wheel device there is going to be a good deal of trouble in putting it in order again. It appears to be generally admitted that the braking power will have to be considerably increased, the frame strengthened, the rims thickened, and the weight of the cycle increased all round. This extra weight imposed when set against at present purely phenomenal advantages, will, I am afraid, militate against the popularity of the latest invention. Next year will decide emphatically whether the free wheel has come to stay.

SOLDIERS AT PLAY.

Great Britain has reason to be proud of her soldiers and sailors to-day—prouder, perhaps, than at any moment since the awful times in the Crimea. True, we have had our troubles some times in Abyssinia, Ashantee, in Egypt, in Afghanistan, and I hope we shall always remember the heroic deeds recounted in these different countries, indeed, the epochs of the "Cock of the North" have scarcely died away even now, and fresh stories still keep cropping up about Omdurman. There let me diverge for just a moment, for the mention of the latter place reminds me of a rather smart retort by one of our champion cyclists, Fred Chinn. A spirited argument was being carried on between Chinn and another—a schoolmaster, by the way—the latter insisting upon the staying powers of rice-eating people, instancing the enormous amount of labour performed by the dock people at Cairo and elsewhere. "Rice-eaters," cried Chinn in dissent, "Well, they didn't stay long at Omdurman, did they?" The general roar of laughter which followed this little rally effectively closed the argument. And coming back to our soldiers now in South Africa I am sure everyone must feel delighted that amidst all the dreadful carn-

age inseparable from the war, and probably whilst the Boer guns are booming from the heights, our men can still muster spirit and light-heartedness enough to play cricket, and, I have heard, football, too. It is not all beer and skittles, as the saying goes, at the front; luxuries are unknown in camp. And yet it is comforting to reflect that there will be no repetition of the starvation scandals connected with the war against Russia. God knows, Tommy has plenty of strenuous work in front of him yet, and if he can snatch an hour for cricket so much the better. I have long been a warm admirer of our army football teams; there is something so manly and robust about their play, and yet no men could possibly be more obedient to the decisions of the referee. Amongst the scores of first-class games I witnessed last season, one of the most enjoyable of the whole series was a match between two regimental teams, the football shown on either side being distinctly good. Many of the usual competitions will, I suppose, have to be abandoned this season on account of the outbreak of hostilities, and when the teams come to answer the roll call next winter there are sure to be half-backs, backs, as well as forwards missing. We are bound to get a good deal of gruesome reading before Pretoria is reached; the details of a cricket match at Ladysmith will be a welcome change.

AMATEUR CRICKETERS.

Scarcely a year or a season goes by now without someone calling attention to the anomalous state of affairs at present existing in the wide world of cricket by which the distinction as to status appears to press unduly hard upon the professional. My views upon the point should be well known. By and by we may get a reform in this matter. The M.C.C. does move slowly, we know, but its moves are deliberate as they are usually of a progressive kind. I wish to goodness someone in authority would make a start to get the silly business of the amateurs coming out of one gate and the professionals out of another stopped once for all. For the life of me I cannot understand how any self-respecting amateur of the real sort can tolerate such utter snobbishness. The rigid distinction is unworthy of the game. Jim Phillips, I observe, has been giving voice to his opinions on the subject, and his remarks are just what one would expect from the hearty and bluff Australian. From what I saw of Phillips during the recent Australian tour I should say he is a man of actions rather than words, but having anything to say it would be uttered with a directness and decisiveness not to be mistaken. He has no love for the class distinction as seen too frequently in the cricket pavilion; he probably knows what a deal of deception is carried on. But he goes further than this; he lays it down that it is not for the benefit of the side that the team should be separated from each other at periods when an interchange of opinions would be most valuable. If it be true, as I have seen stated over and over again, that there are not more than a score of genuine amateurs playing in first-class cricket to-day these flimsy distinctions in the pavilion seem more inexplicable than ever. Those who have been behind the scenes in county cricket aver that the amateurs in a team invariably cost more to a club than a like number of professionals, and if such be really the case I can only wonder that the whole business has not been shown up long before this. So far as the recognised pros. are concerned, their lips were practically sealed upon the matter, even though they may be in possession of irrefutable evidence as to the real status of some of our so-called amateurs. I know there are many rabid partisans who would make it almost impossible for amateurs to assist in the game; do not go to such extreme lengths. The more genuine amateurs we have the better it will be for the game, which is one of the few that can be indulged in for its own sake, purely and simply. Upon this subject of status the authorities at Lord's have been always silent, but if this shabby business about separate gates for amateurs and professionals is kept up, public opinion may assert itself with no uncertain sound.

CONSISTENCY.

The continued success of Sheffield United in the Football League tournament is exciting the admiration of the whole football world. Speaking from memory, I fancy we should have to go back to the old and glorious days of Preston North End to find a parallel. That wonderful game at Sydenham last spring seems to have given the players an impetus as remarkable as it must be satisfactory to their numerous admirers. Then, as now, their forte was staying power, for it will be remembered that Derby took the lead in the earlier portion of the match, only to find themselves utterly routed before the end came. I have watched the team very carefully—I might almost say critically—this season, and so far as my judgement goes there does not appear to be a flaw in it. There are a few real "stars" on the side, as everyone knows, but I fancy the success, has been achieved more by a level excellence than by any individual effort. Some one has referred to Needham as the greatest captain of our times. This is indeed lavish praise, and would find ready acceptance in Sheffield. I make no doubt. For my own part, I consider him one of the best a team could possibly play under. Some men are born leaders, and the United skipper is certainly one of them, and if judged solely upon his capacity for getting the best efforts out of every other member of the team, irrespective of the marvellous executive ability he possesses, he would always rank as a notable captain. If anyone wishes to gain a closer acquaintance of the methods employed by Needham, he has only to carefully note the incidents of a game in which Sheffield United are engaged. Encouragement and example are his mottoes. If a player takes a shot at long range and misses by yards you will find no glumness or sour looks from the United skipper; he is himself assured of the intentions of a player, and that is enough for him for the time being. I don't think a selfish player would have much chance in the team. By this I mean that he would not remain a fixture. Perhaps it would do to harm if the honours of the tournament went in another direction, say to Bury or Manchester, but while the Sheffielders keep up their consistent form we must give them credit. And while Fortune smiles on one he frowns on another, for we find the Preston North End struggling desperately in the rear. The United have now met every team in the league without sustaining a defeat; the P.N.E. would appear to be the sport of every rival. In passing I would like to give a word of genuine praise to the Bury eleven; they may not envy off the championship, but they have the best team I have seen from that quarter of Lancashire for many a long day. In football, as in other things, a good big un is always better than a good little un, everything else being equal. Bury have a good big team—men who are of fine physique, who have dash and speed, and a most capable centre-forward in McLaughlin. But I must trespass no further upon preserves of the specialist.

ASTON VILLA'S CRICKET TEAM.

Could last season's League champions muster the whols of their cricket talent under the title of Aston Villa—Past and Present, it is just possible they could put an eleven in the field capable of holding their own against some of the weaker of the second class counties. Amongst those who have appeared in county cricket may be mentioned Dery (Warwickshire), Wheldon (Worcestershire), J. Sharp (Lancashire), Diver (Warwickshire and Surrey), Welford (Durham and Warwickshire), H. Vaughan (Staffordshire), George (Wiltshire), and T. B. Hoques (Warwickshire)—not at all a bad lot to start with. Then others who have the reputation of being sound cricketers are Crabtree, Noon, B. Sharp, Mann, and Gilson, the latter a youth with a good crickering reputation from Berkshire. The biggest hitter of those enumerated was Welford, who has done some remarkable things in the way of rapid scoring, and though not quite so easy and natural in style as Gilbert Jessop, he could drive with tremendous power. I once saw him make 18 in one over against Essex. He had no great variety of strokes, however, which made his big scores the more astonishing. As a bowler—he was tried fast and medium-paced—he was not a distinct success, and in addition was a wee bit clumsy in the field. Dewey, Wheldon, Diver, and Sharp have still plenty of cricket left in them, and one of the features of the past season's cricket was Dery's magnificent display of batting against Hampshire at Bournemouth. Some day I should like to give a few more details of the Villa captain's career as a sportsman, which has already been a long and successful one. He has played first-class football for fourteen years, and there are not many who have a longer or cleaner record.

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